WASHINGTON.

The Question of Civil Service Reform Before the Cabinet.

Sharp Criticisms Upon the Report of the Committee.

The Ku Klux Organization Shown Up by the Committee on Southern Outrages.

Financial Effects of Consolidating Internal Revenue Districts.

WASHINGTON, Nov. 10, 1871. Protracted Cabinet Session-Civil Service

The Cabinet meeting to-day, which was a very long one, was mostly devoted to hearing the views of Mr. George William Curtis on civil service reform. Nothing of a definite character was determined upon, but the administration will shortly adopt the lews of the civil service reformers, and endeavor to tion, &c., which have long been the stock in trade of a very earnest class of politicians. Already the clerks in the departments are contemplating the new era of competitive examinations, and a business house here has introduced the "cramming" pooks of the English service to point out to these straitened officials the way to favor under the new order of things. Just now the rules adopted by the Civil Service Commission are in a very chaotic state and are subject to modification and revision by the Cabinet politicians, so that their publication would be practically useless, but a code of rnies will soon be adopted by the President, founded upon the recommendations of the Commission. What they will be and what loophoies there will be left in them for political favoritism cannot of course be determined. Mr. Curtis, who has no doubt of the re-election of President Grant, thinks the present time a very favorable opportunity to test in practice the theories advanced in the bills of Mr. Jenckes and Senator Schurz. In the five years which will probably remain to the present administration he believes so much success may follow this attempt to keep in office men of clerical fitness and known honesty, independently of mere political considerations, that it will be perilous to the succeeding President to root them out on partisan considerations. It is admitted that the difficulty in the way is in the appointment of the present officers in the usual manner, political influence only being considered, and that much is lacking, owing to the fact that few of them have been long in the civil service. But the circumstance that a whole Cabinet meeting was devoted to hearing Mr. Curus, and Mr. Curus' own confidence that the appeals of the civil service in the minds of these people, at least, that some new thing under the sun is to be tried for the purification of public life. But it is not improbable that even this hope, which may spring from Mr. Curtis' earnestness, may be defeated. The Cabinet officers picked to pieces the rules which he presented, and the whole work of the Commission was rather contemptuously dealt with. Mr. Pish could not quite see his way clear to excluding all the little Fishes who may want consular or diplomatic appointments, and Mr. Delano showed that he had a particular regard for a certain class of Ohio politicians; Boutwell showed no interest, being entirely absorbed in the syndi-cate, and Mr. Creswell said Postmasters had not been included in the former bills, and as it

tite they were a political not to be interfered with on tal election. The Commission tem of rules, but the indiffererences of the Cabinet have infusion. It may happen that rvice reform, independent of a Congressional enactment, may prove to be only a

was not important that they should be able

thing for a President who expects re-election to declare that hereafter nobody should be appointed to or kept in office who was unfit for official position. Whether such a declaration shall be made is just now what is agitating the Cabinet.

Report of the Committee on Southern Outrages.

The testimony taken by the Committee on Southern Dutrages, of which Senator Scott is chairman, including the evidence before the sub-committee which visited South Carolina, is now in the hands of the chairman, who is preparing a careful digest for the special report. It will trace the history of the Ku Klux organization from its formation in Giles county, Tennessee, in 1863, through its ramifications in the Southern States. the opinion among officials here that the Ku Klux are disbanding in North and South Carolina, and that before the close of the year the spirit of disintegration will pervade Georgia, Alabama and Mississippi. The Congressional act passed at the last for the suppression of the Ku Klux outrages is regarded as complete. The only test of the powers conferred has been at Raleigh, and it remains for the judiciary to decide whether the act is constitutional or not. The rethe committee will not be submitted to Congress until after the holidays. It is probable that some recommendation will be made on the subject of general amnesty. The minority report will place particular stress upon the extrava ant taxation and burdensome legislation imposed apon the people of the reconstructed States. Georgians Alarmed at the Prospect of Mar-

tini Law. It appears from the Georgia papers that much alarm prevails under the apprehension that the President will declare martial law in that State. It may be safely said, however, that such is not his design, there being nothing in the present condition of any part of Georgia to warrant such a measure. A report was published recently that Benator Scott, chairman of the Ku Klux Committee, had recommended the issuing of the proclamation. but that gentleman himself denies that the report has the least foundation.

Consolidating Internal Revenue Districts. Since the beginning of the year nine collection districts have been blotted from the list of the Internal revenue by the plan of consolidation inaugurated by President Grant. Four were in New York city, two in Philadelphia, one in Cincinnati, one in Baltimore and one in San Francisco. This effects a saving of at least \$100,000 in salaries of

The Case of the Stenmer Hornet-This government and the Spanish authorities have not yet arrived at an agreement respecting the Hornet, now at Port au Prince, menaced by Spanish vessels. A correspondence is in progress between the Secretary of State and Minister Roberts, the former protesting against the design to seize that vessel, which is under the American flag.

Departure of General Sherman for Europe. imiral Alden and General Sherman, accompanied by Colonel Audenreid and Lieutenant Grant, leave here to-night to embark on the Wabash tomorrow for Europe. President Grant and wife will go with their son to New York, there take leave of him and seturn to Washington on Monday.

Executive Appointments. George B. Dick has been appointed as Assistant Assessor for the Thirtieth New York district, Anthony Banning as Gauger for the Fifth Onio district, and George W. Donaldson as Assistant As-

sessor for the Seventh Ohio district, Opening of the Fashionable Season in the Capital.

The fashionable season was opened in Wasbing. ton to-night-rather earlier than usual-by an ama-teur performance of the "ilunchback" and "A Gentieman from Ireland," at Wail's Opera House, Gentieman from Ireland," at Wail's Opera House.

The entertainment was for the beneat of the charities of the congregation of the Epiphany, the church par excellence of the West End, and Lafayette square, Georgetown Heights and Capitol Hingains, and Capitol Hingai

was ablaze with silks, laces, jewels, stately forms and lovely faces, and the Cabinet, the embassies, the army, the navy, the civil service, the press and the ancient noblesse of the capital all contributed a full quota to the scene. The dressing upon the stage was in no way inferior to that in the auditorium. The several characters in the plays selected were borne by ladies and gentlemen in the employ of the government and prominent in society. The President was not present, being on his way to New York to see his son Fred off to Europe, but the Executive circle was well repre-

Cause of the Smallpox Plague. Prominent wentiemen here attribute the spread of smallpox in Philadelphia and other cities to the sale of buffalo robes there taken from the Blackfeet and Piegan camps, where the disease prevailed two years ago. At that time they were forbidden to be sold to traders, but several months ago they disappeared from those neighborhoods and found their way else where.

PERILS OF THE SEA.

The Crew of the Lost Schooner Fitz E Riggs.

The following are the names of the crew of the schooner Fitz E. Riggs, lost on George's Bank in the gale of October 12:-Laban R. Hyland, master, leaves a widow and four children; Thomas Leary, gerald, leaves a widow and four children; Alexander McKenzie, leaves a widow and two children; Robert Christopher, Charles Anson, Thomas Poley, Jonn Weish and John Smith, alias Patrick Flynn, all single. The latter belongs in Canso, N. S.

Wreck of a Nova Scotia Schooper,

HALIFAX, N. S., Nov. 10, 1871. The schooner Express, from St. John, bound to St. Margaret's, was wrecked on Monday near Lockport. Part of her cargo may be saved.

An Iron Steamer Sunk.

DETROIT, Mich., Nov. 10, 1871. The new iron steamer India has been sunk in the Sault St. Marie River. No particulars have been received. She probably struck a rock in consequence of the low state of the water. Pumps have been sent from here to assist in rescuing the

A Steamer Destroyed by Fire.

NORFOLK, Va., Nov. 10, 1871. The canal steamer Astoria, with a cargo of cotton and naval stores, was burned and sunk at her wharf this morning. The origin of the fire is unknown. The loss is \$15,000; no insurance on the

THE STORM.

A Drenching Rain and the First Snow of

the Season. Yesterday was one of the most disagreeable days of the season. It rained from early morn till midnight, when a storm of fine snow and sleet set in. All day the clouds poured forth their torrents deluging streets and pathways, and stirring up all the accumulated dirt and fith of weeks. Those whose impecuations situation rendered it impossible for them to avail themselves of any conveyance had to plunge along amid the cold, windy showers as best they could, and thank God for even the shelter of a dilapidated umbrella, while even the patronizers of the horse cars had to suffer all the inconveniences of crowded platforms and wet garments slashed against them, sending premonitions of future rheumatic pains and consumptive coughs. The cold east wind penetrated every portion of one's frame and left the luckless pedestrian in a state bordering on chronic frigidity. At midnight the first snow of the season made its appearance, it came down fine at first, and not, as usual, in the large, sleety flakes. Visions of blocked up railways, long and dreary walks, slush and mud came at once to the mind of those whose misfortune it is to labor and travel day and night in this much-abused metropolis. The first snow of the season, as the Third avenue car driver remarked, "God send it may be the last." the shelter of a dilapidated umbrella, walle even

POUGHKEEPSIE, N. Y., Nov. 10, 1871.

There was a light fall of snow here this morning, the first of the season.

ALBANY, N. Y., Nov. 10, 1871, A light snow storm has prevailed here all day.

Snow Storm in New Hampshire. CONCORD, N. H., Nov. 10, 1871. Snow began falling here about half-past three P. M. and continued through the afternoon and evening. Nearly two inches have fallen.

A CHOLERA SHIP BOUND FOR NEW YORK.

A special despatch from Halifax on Wednesday states that the German steamer Franklin, from Stettin for New York, which put into Halifax on Monday short of water and coal, had 700 emigrants on board. It was reported that she had the cholera among the and ascertained that twenty-eight persons died on and ascertained that twenty-eight persons died on the passage from diarrhoa. She was twenty-seven days out. The apparatus for distilling water got out of order, and the passengers were supplied with water half iresh and half sait. Hence the sickness. A number were suffering when the vessel arrived. She sailed for her destination with a clean bill of health.

ILLINOIS INTELLIGENCE.

General Jail Delivery-Chicago Grain Warehousemen Protect Themselves Against In-surance Extortion-Chicago Insurance Companies Still Sound.
CHICAGO, Nov. 10, 1871.

Five persons awaiting trial in the Iroque's County Watseka, Ill., broke out and escaped on the morning of the 8th inst. A reward of \$250 is offered for their recapture.
Under the influence of the high rates of insurance

on grain in the warehouses in this city the proprietors have determined to purchase each a steam fire engine for their own use, the whole number to be called out in case of necessity. Each warehouse will have a steam pump connected with pipes radiwith have a steam pump connected with pipes radi-ating throughout the building, to be used in the event of fire, thus doing away with the necessity for insuring the warehouses and their contents. In the cases of the Continental and Garden City Insurance Companies, of Chicago, in which applica-tions had been made for the appointment of receiv-ers, Judge Williams yesterday decided not to appoint receivers, as there are no allegations against the companies showing bad faith on the part of their officers.

officers.

A fire occurred at Mendota, Ill., this afternoon, resulting in the destruction of seven buildings, including the Waverley House. Loss, \$14,000. It was feared at one time that the whole town would burn, as it contained no fire apparatus.

WYOMING LEGISLATURE.

CHEYENNE, Nov. 10, 1871. Governor Campbell read his message to the Legis-lature yesterday. He recommends retrenchment in territorial and county affairs; the appointment of a commissioner of emigration, and also that female suffrage be not repealed. He says women have made good jutors and honest and competent office-holders. He uphoids the Indian policy of the ad-ministration, and shows a disposition to work with the Legislature for the good of the Territory. Both houses of the Legislature have been occupied in adopting rules for their government.

FIRE IN SIXTH AVENUE.

At seven o'clock last evening a fire broke out in the rear of the first floor of the three story brick house 273 Sixth avenue. The first floor was occupled by Joseph Davids as a ladies' and gentiemen's furnishing store and damaged \$5,000; insured for \$4,600. The second floor was occupied by Mrs. A. Cook, dressmaker, and damaged \$700; insured. The basement, occupied by Gambling & Barton, painters, was damaged by water \$100; insured. The building was leased by the latter firm and damaged \$1,500. The building is fully covered by insurance.

PHILADELPHIA PTEMS.

The Estate of the Defaulting City Treasurer-Yerkes to be Forced Into Bankruptcy.

The second race between Goldsmith Maid and Lucy, for a purse of \$3,000, that had been fixed for to-day, is postponed on account of the rain. This morning the petition of Mayor Fox was presented in the Court of Common Pleas, asking for an

THE DECAY OF ALSACE.

Prospective Ruin of a Great Industrial District.

French Blunders-Jules Favre's Short-Sightedness-Thiers Just as Bad-How Bismarck Hoodwinked Both-The Rich Manufacturing Districts of Alsace in Danger - Poor Alsace,

STRASBOURG, Oct. 8, 1871. A short tour through the province of Alsace has enabled me to obtain information calculated to throw some light on the subject matter connected with the controversy now pending between France and Germany. It is needless to say that the cession of two of her most prosperous departments indicts on France a pecuniary loss of the most appalling magnitude. One of the most flourishing branches of industry in Alsace comprised the cotton manufactories. On inquiry it will be found that the loss of capital invested at Mulhouse, Wesserling and the neighborhood is variously estimated at from forty to fifty million dollars. But that is hardly the question now at issue. A nation, paying to the foreign invader a tribute of \$1,000,000,000, can probably afford to part with an additional \$100,000,000 or \$200,000,000 without seriously affecting the national wealth. Still it would puzzle our old "politicians" who held to the maxim of "Millions for defence, not a cent for tribute." Statesmen of modern Europe seem resolved to recast that system.

A BAD BLUNDER.
At the time when the preliminaries of peace were arranged at Versailles no allusion was made to commercial affairs. The chivalrous Jules Favre, who loathed to give up one stone of the French fortresses, was too proud, too haughty to touch on matters connected with trade. Though considered a smart lawyer and an able debater, that man proved a very poor negotiator. Overcome with his melodramatic pathos it apparently never occurred to him to take steps for the purpose of protecting the commercial interests of the country. little forethought and ordinary measures of precaution it would have been possible to save from ruin and destruction the private property of thousands of families. Even in their negotiations at Frank-fort-on-the-Main M. Juies Favre and M. Pouyer-Quertier failed to assert the claims to which the commerce of France generally and that of Alsace especially were entitled. The two provinces were rretrievably lost, and with them, as a matter of course, the property appertaining to the soil, as weil as the produce of the industry of the inhabitants. How the Peace Negotiations were conducted.

But, while it was impossible to resist the rapacity of the Prussians, there is abundant evidence to show that but for the reckless and off-hand manner in which the French delegates conducted the neace negotiations France would have been saved many hardships, private property would have been protected and much individual suffering could have been alleviated. President Thiers himself was ignorant of what he was doing when he traded away important coal and mining districts, situated on borders of the Duchy of Luxemburg, in exchange for a strip of land which, it was contended, the French engineers required to strengthen the position of the fortress of Beifort. The same deplor-able ignorance has been revealed in the negotiations

sition of the fortress of Beifort. The same deplorable ignorance has been revealed in the negotiations now pending between the two countries. All that can be said is that the Prussians have a far better knowledge than the French themselves of the value of territory and of commerce in France.

M. Ponyer-Quertier, has started for Berlin with the view of smoothing down the difficulties which have intervened. But what good can be expected from a man who is so wilfully blind to an experiences made in other countries? The reduction in the postal tariff has everywhere produced an increased revenue. M. Ponyer-Quertier is vain enough to beheve that he is in a position to benefit the National Treasury by reversing the system for the good of the French people. With a mind running in that groove he is continually fighting with shadows. M. Ponyer-Quertier has evidently not sprung from an oak, but from a willow; hense he stickles at the loss of a few dollars, of which the customs receipts may be deprived if he accedes to the German defannis, while in another sense the loss to the country will make itself felt tentoid. On the other hand, the Prussians should be mindful that it is dangerous to hurt even a bad neighbor. It would be well for Prince Bismarck to see the necessity of abstaining from injury or violence, and to remember that those who govern others by terror have cause to be themselves the most terrified.

THE DISTRICT OF MULHOUSE

may be designated as the Lowell of France. Prior to the outbreak of hostilities there were upwards of two million spindles in motion in the coston lactories of that district. An official return gave the following figures in 1899, and since that period there have been important additions:—

Spindles, Department of Upper Rhine............. 1,447,250

tound willing to act with magnanimity towards the conquered. The very reverse is, however, the case.

Haudships of the alsatian cotton spinners. Severed, as he now is, from his old connections, the Alsatian cotton spinner or manufacturer is exposed to peculiar hardships. His produce, hisherto, was calculated to supply the French market. Favored by protective duties, neither cotton yarn nor cloth was exposed to competition with labrics imported from foreign countries. The outlet of all Alsatian produce was mainly obtained turough Paris. The mainstay of all French manufacturers lee in an organized system of centralization. As a rule, and there are very few exceptions, the whole production of a factory is placed into the hands of one or several commission houses, who undertake to supply the home and foreign markets, as the case may be. Those familiar with trade in Paris know that the entire of the Rule du Sentier, Rue St. Flacre and others is almost excusively occupied by stores filled with Alsatian produce. The commission houses in most cases undertook the Delevadere, as the strened, and guaranteed the manufacturer, on payment of a small commission, against capital loss. Still that was narely necessary, masmuch as the majority of sales are effected against cash payment; or, at any rate, at short date—i. e., sixty or ninety days' approved bilis. The methodical manner in which ousiness is conducted places the manufacturer beyond the reach of ordinary vicestindes and fluctuations. He had neither to seek nor to nurse a customer, relying as he did implicitly on the integrity and energy of the intermediary in Paris. The manufacturer, releved to a certain extent of much anxiety and responsibility, was enabled to husband his means and to concentrate all is energy on the mere manufacturer process and to the perfection of his produce. Furthermore, there is an

ADMIRABLE DIVISION OF LABOR.

to the perfection of his produce. Furthermore, there is an Admirable division of Labor. Thus, for instance, a manufacturer of cotion cloths is not always prepared to dye his goods, nor has the calico printer the ambition of weaving his own cloth. The spinner, the weaver, the dyer, the printer and the calenderer each are forming separate interests. With the specialty of a trade each branch is in a position of realizing a higher degree of economy, as well as of attaining greater perfection in the production of the goods. The position of a German manufacturer is diametrically opposed to that of the Frenchman's. Spinning, weaving, dyellow, &c., all are manufacturer is diametrically opposed to that of the Frenchman's. Spinning, weaving, dyellow, &c., all are manufacturer in Germany, which up to a late period might appropriately have been designated as the Disunited States, has no boint of centralization. Saving some exceptional cases, the manufacturer in Germany was confined, as it were, to a local trade. This circumstance accounts for the almost total absence of establishments on a large scale, such as we meet in France, Engiand or America. I need not enter into further detail to show that the position of the Alsatian manufacturer, as a Fru-sianized citizen, is not very enviable. Walle the separation from Paris is complete, the chances in Germany are below zero. There is actually no market in Germany are below zero. There is actually no market in Germany are below zero. There is actually no market in Germany he built the exceedingly limited. In the first place, therefore, the Alsatian must change his macounery, the spinner must turn to coarser numbers, and, above all, he must transfer his banking account from Paris to some point in Germany. This all accomplished, he may set about and hunt for customers.

Under his former relations he enjoyed credit and possessed the confidence of frem is and customers. A BAD Fix.

Under his former relations he enjoyed credit and who toiled during the best years of his life, built u

under military despotism. The latter is rendered the more trksome as the Prussians are totally un-able to hold the country unless they rule with an from hand. That circumstance, of course, tends further to diminish the chances of prosperity in the

truther to diminish the chances of prosperity in the manufacturing districts.

WHAT MIGHT HAVE BEEN DONE.

There is good reason to believe that the unfortunate conditions under which the Assatian industry has been placed might, if not entirely avoided, have been greatly amenorated if due vigilance had been exercised in the beginning when the preliminaries of peace were discussed. One thing is quite certain, that there was a dread of being brought into competition with the Alsatian spinner, and exceptional indvantages would have been granted most willingly. I have this assurance on the highest authority. The feeling in Berlin, as it existed in the beginning of the year, may be summed up in the following:

"While severed territory from France there is no necessity of severing the Alsatian manufacturer from his commercial relations with that country, and, although Alsace must emerge into the Customs Union, a duty devolves on Germany to preserve as far as possible the outer which the manufacturer there are

Other Branches of industry in Alsace,

hitherto possessed in France for his produce.

There are

OTHER BRANCHES OF INDUSTRY IN ALSACE,
which, like the cotton interest, will never recuperate, or, at all events, drag on a sickly existence.
The Strasbourg beer, for instance, is not wanted in Germany, and Paris can hardly do without it. Railroad iron was so far produced in sufficient quantities as to supply the actual wants. The loss of rolling mills will in future necessitate a large importation.
These are only a few items of the many which strikingly indicate the prospective ruin of a great industrial district.

FOREIGN TOPICS.

Germany Wishing to Conciliate France Unger date of October 26 the HERALD's Frankfort

correspondent writes:-

Under date of October 26 the Herald's Frankfort correspondent writes:—

This country presents now a great contrast to France. We long for peace, and the government does everything in its power to conciliate the French. The recent convention was scarcely signed, when troops coming from France passed this town, and there is no doubt that great facilities will be given for the payment of the remainder of the contribution. Trace and commerce are flourishing to an extent not known hitherto, and everybody desires the continuation of so prosperious a state. In France it is equally the reverse. With the only exception of the truly republican party all tac others long for a war of revenge, and particularly in the large towns there is the same nonsensical brag as before the war. It is apply that the delusions of an ignorant mob and of an equally ignorant crowd of literary men, snopkeepers and coice house politicians should threaten the country with new disasters, by exciting to a war, with tenfold odds against them. Commercial relations having been resumed, a great many of the people have lately come here from the south of France, the part of the country which had the largest business with the people here, and they all report that the southern French, having seen nothing of war, are anxious for a new one, and speak as of a certain fact of the revenge they are about to take. At Paris the feeling has much improved, which is mainly to be attributed to the exertions of the radical municipality, which had the manly spirit to speak out their mind and to tell the people that they are the principal losers by driving foreigners from Paris.

The Morocco Slave Trade.

The Morocco Slave Trade. A resident of Tangter, in Morocco, writes that African children are dragged along the streets there by a Moorish auctioneer, and that the vile traffic in human beings goes on every market day in connec-

tion with the sale of cattle and agricultural produce He says:-

tion with the sale of cattle and agricultural produce. He says:—

The same man may be seen and heard at one time vocilering the last bid for a wretened mule which he bestrides and goads along the narrow, crowded and flithy streets, and at another, as I saw this Sunday morning, dragging a bewildered little boy by the hand, followed by an eider sister too frightened to look up; while on a taird occasion ne appeared with an old woman meekly following him, whose days of rest should have approached to relieve her weary limbs, but who was destined by the cruelcy of man to drag herself along at the will of her leader, who was endeavoring in valu to realize the reserve price placed upon this exhausted specimen of suffering humanity. While Engiand has sacrificed her treasure and the health of her salfors on the pestilential coasts of Airica, with the object in view of putting a stop to the shipment of slaves, no effort has been made by her representative in Morocco to prevent the rade setting in towards that country from the interior. While Christman in America have been debarred this inhuman traffic with Africa, even when requiring labor for the subjugation of the wilderness, no voice has been raised or effort made to prevent the Mohammedans in Morocco from findulging, as extensively as suits them, in the purchase of slaves. It may well be doubted whether the prevention of slaves leaving the shores of Africa lass had any other effect than that of driving them into the hands of the semi-civilized Mohammedans. Thus, while Christians have been sacrificing life and property to wipe out the stain of slavery, the followers of Mohammed, who occupy so large a frontage of the African Continent, have been siently and unobservedly absorbing the heart's blood of the interior, and using it for the gratification of their indoient and sensuous natures.

THE GEORGIA GOVERNORSHIP.

ATLANFA, Ga., Nov. 10, 1871. The House to-day passed a bill providing for holding a special election for Governor on the second special returns of the election, other than according to the present law, was stricken out. The democrats contended that the integrity of the republican acting executive onicer, Mr. Cony, should be trusted. Tuesday of December. The section providing for

SHIPPING NEWS.

Almana: for New York - Pals Day. Sun rises...... 6 42 | Moon rises..morn 5 08

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTGS OF NOVEMBER AND DECEMBER. amer. | Salls | Destination. | Offics.

PORT OF NEW YORK, NOVEMBER 10, 1871.

CLEARED.

Sicamship Zodiac, Chapin, Newbern-Murray, Ferris & Bark Rosa B (Ital), Balayetela, Cork or Falmouth -Slocovich & Co.

Bark Mercurius (Nor). Ludvigsen, Galway—Wendt, Ictens & Lockmann.

Bark Arica (Br), Snowden, Havre—Wendt, Tetens & ockmann. Berg J R Hea (Br), Graham, Bordeaux—H J DeWolf & Co. Brig Arnold (NG), Leuger, Santander for orders—H Koop. Brig T A Darrell (Br), Locke, Montevideo. Brig Benshaw, Spivester, M Martha and Savanilla—D De

Castro.

Brig Rush, Mekins, Point a Petre-Spofford Bros.

Brig Humming Bird (Br), Stephens, Windsor. NS—CranJail, Berteaux & Co.

Sehr Daylight, McFadden, Barbados - B J Wenberg.

Sehr Daylight, McFadden, Crocker, Port Antonio—B J Wenerg. Schr Mathilda Brooks, Jones, Charleston-Evans, Ball &

Schr Iris (Br.), Brickan. Newark—P I Nevius & Son.
Schr James Truman, Gibbs, Franklin—Tupper & Beattie.
Schr Lizzie, Leiphon, Boston—G Boardman.
Schr Bay State, Seabury, Boston—S W Lewis & Co.
Sloop Report, Start, Norwich—H W Jackson & Co.
Steamer Mayflower, Fults, Philadelphia.n
Steamer Tacony, Nicnois, Philadelphia.

ARRIVALS

REPORTED BY THE HERALD STEAM YACHTS. REFORTED BY THE HERALD STEAM YACHTS.

Steamsing City of Bristol (Br), Philips. Liverpool Oct 24, via Queenstown, with mose and passengers, to John G Dale. Experienced strong westerly gales throughout the passage. Steamship Washington (Fr), Roussan, Havre via Breat, Oct 28, with mose and 427 passengers, to George Association of the passage. Steamship Waser (No.), Wenke, Bremen Oct 28, via Southarnpton 31st, with mose and passengers to Geirichs & Co. Steamship Bremen (NG), Judewigs, Bremen Oct 25, and Southampton 28th, with mose and 61s passengers, to Geirichs & Co. & Co. Steamship Wilmington, Cole, Gaiveston, via Key West Nov 5, with mose and passengers, to C H Mailory & Co. 4th inst, lat 25 39, ion 85 20, passed steamship Clyde, hence for Gaiveston. inst, lat 25 28. Ion 85 29, passed steamship Clyde, hence for Galveston.

§ Steamship Western Metropolis, Gasternen, New Orleans, with make and passengers, to C.H. Mallory & Co.

Steamship Leo, Dearborn, Savannah, Nov 7, with make and passengers, to Murray, Ferris & Co.

Steamship James Adger, Lockwood, Charleston, with make and passengers, to H.K. Morgan & Co.

Steamship Wyanoke, Buurie, Norfolk, with make and passengers, to Old Dominion Steamship Co.

Hark E B Lohe (NO), Hassloop, Port Elizabeth, CGH, 74 days, with wool to Patterson & Sons; vessel to Octrichs & Co.

Passed Cape of Good Hope Ang 26, and crossed the equator Oct 5, in Ion 33; had fine weather.

Bark Pactolus (Br. new, 555 tons), Dalrymple, Noel, NS, 13 days, in ballast, to J.F. Whitney & Co.

Brig Zavalla Williams, Voscy, Aquin 29 days, with logwood to Morrison & Bartow—vessel to H.W. Lood & Co. Had strong northerly winds and spili salle; been 8 days north of Hatteras.

Brig Morning Light, Dill, Mayaguez, 14 days, with sugar

Hatteras.

Brig Morning Light, Dill, Mayaguez, 14 days, with sugar and molarase to L. W. & P. Arustrong. Had fine weather up to Hatteras; from thence 5 days with NE winds.

Brig M. McFariane (Br.) Hall, (lace Bay, CB, 16 days, with coal by Geo H Brewer; vessel to J. F. Whitney & Co. Had strong NW gales the whole passage.

Schr Sybil (Br.), Floming, Arecibo, PR. 17 days, via Delaware Breakwater, with sugar, &c, to H H Swift & Co; vessel to Jas W Eiwell & Co.

Passed Through Hell Gate, BOUND SOUTH.

BOUND SOUTH.

Steamship Neptune, Baker, Boston for New York, with make and passengers, to H F Dumock.

Bark Adelaide, Granger, Boston for New York.

Schr J N Seymour. Hart, New Haven for New York.

Schr David Pearsall, Sackett, Greenwich for New York, tone to order.
r Mail, Mead, Greenwich for New York, with stone order.
Behr Escort, Roberts, Bridgeport for New York.

Schr Josephine, Baylia, Bridgeport for Elizabethport. Schr Governer, Uoney, Parker, Bridgeport for New York Schr Jacob Liorillard, Blakeley, Bridgeport for Elizabe

r Circle, Hulse, Port Jefferson for New York. r Minquas, Heaney, Providence for New York Schr Minquas, Heaney, Providence for New York.
Schr Asher S Parker, Carpenter, Gien Cove for New York.
Schr Burmab, Churchili, Windsor, NS, for New York.
Schr Burmab, Churchili, Windsor, NS, for New York.
Schr J W Freeman, Chase, Providence for New York.
Schr J W Freeman, Chase, Providence for New York.
Schr Marion, Smith, Portland for New York.
Schr Marion, Smith, Portland for New York.
Schr Fell S C Vought, Hallock, Providence for New York.
Schr Faral, Fowler, Northport for Flushing.
Schr Mary Elizabeth, Borden, Fall River for New York.
Schr Faral Keisey, Sangor, New Laren for New York.
Schr Sarah Keisey, Sangor, New Haven for New York.
Schr Mary Patten, Boption, Providence for New York.
Schr Mary Patten, Boption, Providence for New York.
Schr Laura Robinson, Robinson, Providence for New

Schr Chef, Phillips, Norwich for New York.
Schr Chief, Phillips, Norwich for New York.
Schr Ella Hays, Snow, Greenwich for New York.
Schr Ella Hays, Snow, Greenwich for New York.
Schr D & E Kelly, Relly, Providence for New York.
Schr D & Kelly, Relly, Providence for New York, with Schr E F Meany, Siewari, Fortland for New York, tone to order,
Schr F Merwin, Bunce, Providence for New York.
Schr Saugauek, Alien, Brookharyen for New York.
Schr Edward P Brackell, Orient for New York.
Schr Edward P Brackell, Orient for New York.
Schr Mary, Horton, Bangor for New York.
Schr Mary, Horton, Bangor for New York.
Schr James Martin, Baker, Providence for New York.
Schr James Martin, Baker, Providence for New York.
Schr Siantic, Wilson, Taunton for New York.
Schr Siantic, Wilson, Taunton for New York.
Schr Sian Brainard, Buell, Fortland for New York, with stone to order.

Schr Silas Brainard, Busin, Fordance to tone to order. Schr Julis A Crawford, Young, Greenport for New York. Schr HP Ely, Slokes, Providence for New York. Schr Josephine, Caswell, Narragansett for New York. Johr Connecticut, Stewart, Frovidence for New York. Schr E Pharo, Spear, Providence for Elizabethpost. Schr Hattie E Sampson, Blake, Windsor, NS, for Philad

phia.
Schr Lucy Jane, Jones, Rockland for New York, with lime
to order.
Schr W H Mitchell, Cole, Shulee, NS, for New York, with pars to order. Schr Kioka, Jones, Jonesboro for New York. Schr Sarah Jane Gurney, Gurney, Providence for Elizabeth port. Schr E M Pennell, Pennell, Machine for New York, with

umber to order.

Steamer Metis, Davis, Providence for New York, with
mose and passengers.

Steamer Panther, Mills, Boston for Philadelphia.

Steamship Ei Cid, Smith, Norwich for New York. BOUND MAST.

Schr Evergreen, Tuffs, New York for St John-Schr Hesperus, Conary, New York for Boston. Schr Adella, Young, New York for St John, NB. Schr S J Smith, Baidwin, New York for Hartford. Schr A J Rowland, Rowland, Georgetown, DC, for New Haven.
Schr Ida A Jayne, Jayne, Georgetown, DC, for New London. Schr Condova, Steedman, Philadelphia for Bristol, RI. Schr R A Edwards, Edwards, Alexandria for Hartford. Schr J H Wainwright, Abrams, Philadelphia for Pro-

ience. Schr Decatur Oakes, Berry, Philadelphia for Somerset. Schr Cohasset, Bennett, Philadelphia for New Bedford. Wind at sunset N, fresh.

SHIPHANNAH MORRIES, Morris, from New York for Londonderry, which was reported by cable as 'likely to prove a total wreck,' is now sated to have put back to Torr Island. Bo inst, dismasted. [A cable despatch dated Londonderry, Stn, stated that the Hannah Morris had arrived at Lough Foyle leaking.]

Buig FRONTIER, from Savannah for Providence, with lumber, went on the rocks at Beaver Tall morning of 10th, and remained till same afternoon, when she was got off and towed up to Provinence by a tuploat and grounded on the flats. She was kept affoat by steam pumps while going up ine river.

the river.

Brig P M Tinker, at Vineyard Haven, saw on the 8th inst, 40 miles SW from Noman's Land, the topmasts, supposed of a sunken vessel.

SCHR MARIETTA STEPLMAN, at Mobile 5th inst from Philadelphia, reports that Frank Kelly, colored, of Long Island, was lost overboard 30th uit, in a gale off Cape Hatteras. was lost overboard 20th uit, in a gale off Cape Hatteras.

Schr Editin B Everman, Corson, at Charleston 7th inst
from Wtimlogion, Del, reports 5th inst, about 40 mice east
of Cape Romain, fell in with what appeared to be a submerged wreck, with the poop above water and spars alongslite; looked like she might have been a herm brig.

Schus A Hatows. Namburstand. Sohr A H Howr. Newbury, which arrived at Providence Sth inst from Philadelphia, strung a bad leak at sea, her crew being nearly exhausted from constant pumping. She obtained six men at Heaver Tail to assist at the pumps. She was taken in tow by the stranting Wilham Cramp, and placed alongside the Worcester Raliroad wharf, where she has discharged her cargo of coal.

CANAL TUG VERNORT was capsized 9th Inst in the North River, opposite pier 13. from the wash of Sound steamer Narragansett, which was passing at the time. The colored cook was lost overboard and drowned, Captain Jas Cole, of the steamship Wilmington, from Galreston, has our thanks for favors.

Purser C C Wildman, of the steamship Leo, from Sa-

Vannah, has our thanks for favors.

Sorr Daniel. Weister, of New Bedford, 86 tons, has been sold by Capt Benj Baker to Wm H Brackett, of Bangor, for \$1.00.

gor, for \$1.93.

Charles Dibbell, mate of shoop Gleam, of and from Clinton.
Cl, for Newport, when off Watch Hill 6 AM 8th inst, was severely injured in the head by the jibing of the main boom. It is feared his injuries may prove istal.

LAUNCHED—At Eim Park Railway, Staten Island, a few days ago, by Win H Lissenden, a fine schooner of about 160 tons measurement, built of seasoned white oak, She is owned by Garrett P Wright, C C Jones, Barnet Jones, John T Crittenden (who will command her) and Paul Van Name, all of West Port Richmond, Staten Island.

Windemen.

Arrived at New London 9th inst, bark Concordia, from Cumberland Inlet, with 2000 bils who oil and 25,000 lbs bone.

Messra Charles Brewer & Co. of Boston, have received a despatch stating that the snip Daniel Webster, Capt Marvin, of New Redford, at Honolulu, one of the ships saved from the Arctic fleet, is to return home, taking on regist the oil from the other vessels which have arrived at Honolulu—2235 bils with and 140 do sp oil, besides her own catch. Therefore ship Ceylon, of Brewer's line, at Honolulu, which was to load for New Bestford with the catchings of the Arctic feet, will proceed to Manlia, and the loadin, of the same line, at Honolulu, will remain there until spring, and then load what oil is landed there. The destination of the same line, to leave Boston in a few days for Honolulu, has not been decided upon from the latter port, the Iolant taking her place to return to New Bedford.

lings (Br.), Authrew, and United States, Bennett, unc.

LOILO, Sept 9-In port ship St Albans (Br.) Pike, for Boston.

LIVERPOOL, Nov 10—Arrived, ships Glad Tidings, Thompson, and Merom. Lowell, New York; British Commodore, Quine, do; bark Fraire Bird, Baker, Galveston.

LONDONDERRY, Nov 10—Arrived, steamship Sweden (Br.), Quebec for Liverpool (and prooceeded).

ANILA. Sept II—In port ships Nestor (Fr.), Pichaud; Asa Eldiridge, Baker; Gilyue (Br.), Toogoed, and Seaflower (Br.), Thomas, for New York (two latter since reported abandoned); Galatea, Gardner, for Boston; Highlander, Foster, unc: Bunker Hill, Davis, for Cebu and Boston; Horatio, Hardy, unc; Elvidere, Crowell, do; Mogul (Br.), for San Francisco (since reported at Hong Kong in distress); bark Lochingar (Br.), for Hoston.

MELBOURNE, Sept 6—Sailed, Agra, Miller, Sydney, NSW. MONROVIA, Oct 9—In port bark Wayfarer (Br.), Rogers, from Sierra Leone.

SINGAPORE, Sept 14—Sailed, bark Clara, Nickels, Baiavia. In port Sept 23, barks Mary Nelson (Br.), Deshon, and Adoluh (Ng.), Meyer, for New York, Idg.; Escort, Nichols, and W A Farnsworth (Br.), Howes, for Boston, do.

QUEENSTOWN, NO 10—Arrived, steamship China, Macaular, New York. 102; Facort, Nichols, Southilampton, Now 10—Arrived, steamship China, Macaular, New York.

BY JAGO, Oct 25—Sailed, bark Morning Star (Br.), Waugh, New York.

Er Andrewa, WI. (Oct 16—In port sehr Gen Putnam, for

American Ports.

BOSTON, Nov 9-Arrived, bark Esther, Loring, Gotten BOSTON, Nov 9—Arrived, bark Eather, Loring, Gottonburg.
Cleared.—Ship Alexander McNeil, Kelleran, New Orleans; bark Phoenix (Br), McKenzie, St Marys, Ga, to load for Buenos Ayres; brig Harriet H McGilvery, Stubbs, Surinam; schr R P Reynard, Hall, New Orleans; D Gifford, Jerrel, Philadelpha; Virginia, Bearse, do; Maygie Mulvey, Allen, King's Forry, Ga; Cabol, Parker, New York.
Sailed.—Steamer Nereus; barks M B Stetson, L T Stocker, and Lizzie; brigs Ellen Bernard, and Navasota.

10th—Arrived, steamships Tripod (Br), from Liverpool; Nyanza, do; Wim Crane. Baltimore; Saxon, Philadelphia; Nereus, New York; bark Isabel, Turks Island; brig Aristo, Surinam. Nereus, New York; bark Isabel, Turks Island; brig Aristo, Surinam.

BALTIMORE, Nov 9—Arrived, ship Hansa (NG), Meyer, Liverpool; schrs R C Thomas, Crockett, Fall River; Quick-step, Sreth, New York; Isabel Alberto, Tooker, do; Wm Tice, Tice, Salem.
Cleared — Steamship Wm Lawrence, Hallett, Boston; bark Maggie M (Br), Mitchell, Aspinwail.
Salied Stb, bark Grecian, for Queenstown; 9th, brig Atblete (Br), for Prince Edward Island.
BANGUR, Nov 8—Gleared, brig 8 P Smith, Dodge, New York; schr Potomac, Carver, do.
BATH, Nov 6—Salied, schrs Active, Philadelphia; Susan Sears, Baltimore. Sears, Baltimore.

BELFAST, Nov 3-Sailed, schr Mary, Gilchrist, Charles ton RIDGEPORT, Nov 10 Arrived, schrs Urbana, Allen, Spurien Duyrli; Minne Kinne, Parsons, Georgetown, DC; White Rock, Lafferty; Eliza, Ball; Dadden, Lowien, and Jos E Potts, Elizabethport; Niagara, Worden, Hoboxen. Cleared—Brig Coronella (Br). McCuboch, Walton, NS; schr Hope (Br), Hill, 46.

Sailed-Schr Mary Lymburner, New York; Escort, Rafford, CHARLESTON, Nov 8-Arrived, schr Dandy (Br), Ballard. era. red.-Ship Reumon, Curtis, Liverpool; bark Draupner Ingoldsen, do. Cleared—Saip Reunion, Curtis, Liverpool; bark Johnson, Mori, Ingoldsen, do.
10th—Arrived, steamship Charleston, Berry, New York; schr Rosrite, Nassau.
CALAIS, Oct 30—Arrived, schrs John Boynton, Michell, New York; Nov 1, 1 & H Crowley, do.
Cleared Nov 3, brig Anna D Torrey, Haskell, Philadelphia, EAST MACHIAS, Nov 6—Sailed, schr Nepume, Robinson, New York. FALL RIVER, Nov 8-Arrived, schr John Shay, Hath ray, Philadelphia.

GALVESTON, Nov 3—Arrived, schrs Nellie Crowell, Crowell, New York J M Taylor, Gardner, Pensacola, Cleared—Bark Sabine, Breaker, Liverpool; brig Vier Gergreeder Dutch, Klyn, Amsterdam,
9th—Sailed, steamship City of Houston, Pennington, New broeder (Dutch), Klyn, Amsterdam.
9th-Salled, steamship City of Houston, Pennington, New York via Key West.
GEO RGETOWN, SC, Nov 1—Arrived, schrs Starlight, Robinson, Boston; 2d, Elvira, Bancroft, New York; 3d, steamer Lizzie Baker, White, do for Savannak (put in for fuel and salled same day); 5th, schr CS Neeb, Day, Charieston, Cleared 6th, schr Falma, Grumley, New York, REY WEST, Oct 28—Arrived, schrs Sarah Hall, Cole, Havana; 27th, Naonta, Smith, New York (and cleared 30th for Pensacola); 36th, steamer Elia May, Campbell, do; 33th, bark La Ventzolana (Fr), Monet, Banta Anna; schrs M N Lindsey, Tresca, Havana; Nov 2. Goddess, New York, Cleared Nov 1, schrs M N Lindsey, Tresca, Mannaice; Horset, Albury, Nassau, LYNN, Nov 3—Arrived, schr A H Belden, Mayo, Rew York, NEW ORLEANS, Nov 9—Salled, steamship C W Lord, Rogers, New York, New Y Rogers, New York.
Norse Volk.
Norse Volk. Philadelphia.

NEW BEDFORD, Nov 8—Arrived, schr War Steed, Phin-NEW BEDFORD, Nov 8—Arrived, schr War Steed, Phinney, Elizabethport.

9th—Salied, schrs Saml C Hart, Kellv, and Henry A Tabers
Bowman, Philadelphia; Julia Ann, Wells; Nathaniel Chase,
Joy; Splendid, Phinney: Fight, Chase; James H Deputy,
Stürgis; Ann T Sipple, Bacon: Charger, White; E T Smiths
Baker, and J B Norris, Claghorn, New York.

NEW FORT, Nov 7, PM—Arrivet, schrs Cyrns Chamber
lain, Adams, Albany; Niantic, Pandleton, Taunton for New
York; Julia Baker, Baker, New Bedford for do; Ellen Fer;
kins, Kelley; Richard Law, Edded, and Oregon, Pinkham
Providence for do; J J Harris, Nichols, do for do; Favorite,
Clark, do for Greenport. Providence for do; JJ Harris, Nichols, do for do; Favorite, Clark, do for Greenport. 9th, 8 AM—Arrived, schr Thos P Cooper, Sleeper, Por Philadelphia.

NEW LONDON, Nov 8 - Arrived, schre Clarissa Allen,
Hotchkiss, Providence for New York; Madagascar, Wall, Hotchkiss, Providence for New 1995, Bangor for do. Bangor for do. PENSACOLA, Nov 6 Arrived, schrs Nettle, Johnson, New PENSACOLA, Nov 6 Arrived, schrs Nettle, Nov 6 Arrived, schribter, Nov 6 Arrived, s

York ; Vernal, Routen, Galveston. Salied—Bark American Eagle (Br), Harding, Port Glas-Salled-Bark American Engle (Br), Histonia, gow.
PHILADELPHIA, Nov 9-Arrived, brig Timothy Field, Leiand, 8t John, NB; schre Clara Jane, & callep, Hillsboros C H Kelly, Collins, Windsor, NS; Addie Ryerson, Pike, Kempt, NS; C L Herrick, Baldwin, Bangor; Ann Elizabeth, Kelly, Harwich; Thos Borden, Ailen, and M V Cook, Falkens burg, Fall River; C E Jackson, Babcock; L A Danenhower? Grace; J B Clayton, Chapman; S A Hoffman, Hoffman; A I Dow, Young, and Jennie Middieton, Whitaker, Boston; Jag-Ponder, Hudson, Allyn's Point; A Woolley, King, Gloucester; R Scaman, Seaman, Providence; Isaac Rich, McGathlin, Nachurrand, Ponder, Hudson, Allyn's Point; A Woolley, Kinz, Gioncester; R Seaman, Beaman, Providence; Isaac Rich, McGathlin, Newburyport.

Cleared—Ship Athenais (Br), Baker, Antwerp; br Harry Virden, Collma, Genoa; schrs C B Wood, Ganny, Chelsea; Samue, Castner, Lake; Susan Stetson, Yates; M E Staples, Dinsmore; Saille B, Bateman, and A L Dow, Young, Boston; T D Wilder, Kinnev; J Ponder, Hudson, and J E Pratt, Nick, erson, Salem; J J Little, Bateman, Plymouth; D Oakes, Berry, Somerset; Rayen's Wing, York, Stonington; Minnie, Errickson, Mystic; C Davitson, Smith, New Hayen, Lewes, Del., Nov 9, AM—In harbor, brig Prairie Rose, from Torks Islands for Philadelphia, and 5 sens. A bark is coming in. from Torks Islands for Philadelphia, and 5 schrs. A bark is coming in.

8 PM—The Spanish steamer Jose, for Liverpool, went to gea at 11 AM.

CPROVIDENCE, Nov 9—Arrived, schrs Saml Wood, Wood, Fattmore; Curtis Tilton, Thompson, Philadelphia; CS Vandervoort, Kelley, do; LS Harnes, Coleman, Albany; Ontaserio, Barber; Casco Lodge, Pierce; North Pacific, Eston, and Damon, Johnson, Elizabethjor; Anthony Burton, Johnson, do for Pawtuckei; Chas A Grainer, Harver; John Warren, McGar, and Wm F Burden, Adams, Fort Johnson; Mary Shieids, Waite, and J S Terry, Raynor, do for Pawtuckei; Fashion, Young, Rondout; A G Lawson, Figspatrick, Orotic, Sarah Elizabeth, Kelley, Hoboken; Albert Pharo, Bingham, do; Wm Fairen, Lindsley; Peacedale, Haker, and TJ Owen, Sellick, New York.

Cleared—Schrs Webster Barnard, Smith, and Mary August ta Hott, Jacksonville. ham, uo; oo own, sellick, New York, Cleared—Schrs Webster Barnard, Smith, and many Cleared—Schrs Webster Barnard, Smith, and many Cleared—Schrs Herschel, Chambers, Baltimore; C W May, Stated—Schrs Herschel, Chambers, Baltimore; C W May, Velsor, Philadelphia; Wm H Tiers, Gifford, do; Storma Staab, Trenton; T P Abell, Fowler; J G Huntington, Fisher; Staab, Trenton; T P Abell, Fowler; J G Huntington, Fisher; Abigail Haynes, Smith; David A Berry, Waters; Maggid Bell, Hall; Cliden, Upton; Kate Scranton, Palmer; Mary A Preimore, Hart; Iris, Griffin, and Minquas, Heany, New York

Bell, Hall; Gitten, Upton; Kate Scranton, Palmer; Mary A Pretimore, Hart; Iris, Griffin, and Minquas, Heany, New York.

RICHMOND, Now 3—Arrived, schra Horatio Nichols, Degw. Albany; Hardscrabbie, Fales, Reckland,

ROUKLAND, Now 3—Arrived, schra Horatio Nichols, Degw. Albany; Hardscrabbie, Fales, Reckland,

ROUKLAND, Now 3—Arrived, schra Elizabeth, Hodgdon, New York; 4lis, Justina, Kenniston, do; 6th, W.C. Hall, Tolman, do; R.S. Hodgdon, do; 7th, G. W. Kimball Jr., Hall, and Rena, Rishop, do.

Salled Oct M, schra James Henry, Trueworthy, New York; Now 3, M. Bell, Hall; Adrian, Hunt; Lucy Jane, Rhoades, and Dalaware, Snow, do; 4th, brig E Hall, Oliver, Paya; schra Buckin, Buckin, New Oriesna; 7th, R. Leach, Pendieton, New York; L. Fish, Willey, Philadelphia; Defiance, Hall, and W. C. Hall, Tolman, New York.

SAN FRANCIBCO, Nov 2—Salled, brig Barique (NG), Rog. et, Iquique. SAVANNAH, Nov 5-Arrived, bark Norn (Br), Logan, Picton, NS. 8th—Arrived, schr Water Witch, Valentine, Spanish Wells-Gleared—Schr Eugene Bords, Dukes (from New York) Jackson'ille.

10th—Arrived, snips Brookville, Boston: Vurginia, Livers pool: bark Antilla, Matanzas. Below, one brig.
Cleared—Steamship Oriental, Boston; bark The Queeng Liverpool: schr Martian Gage, Philadelphia.
SALEM. Nov 7—Salled, brig Adeline, Richardson (from Machias). West Indies.
WILMINGTON, NC, Nov 8—Arrived, brigs Ocean Belle, Dizer, —; Altavela, Cousins, New London; schrs Mary & Holt, Higgins, Boston; Gettysburg, Corson, New York.

Arrived at New London 9th inst, bark Concordia, from Cumberland Iniet, with 2800 bits who oil and 23,000 lbs bone. Messra Charles Brewer & Co. of Boston, have received a despatch stating that the ship Daniel Webter, Capt Marvin, of New Bedford, at Honolulu, one of the ships saved from the Arctic feet, is to return home, taking on freight the oil bits wh and 140 ac sy oli, ideal her own catch. Therefore ship Ceylon, of Brewer's libration of the Arctic feet, will be supposed to Manila, and the lollant of the same line, to law Boston in a few days for Honolulu, has not been decided upon from the latter port, the lolant taking her place to return to New Bedford,

Spoken.

Bark Sarah B Cann (Br), from New York for Antwerp, Nov 9, lat 41, lon 55 30 (by pilot boat inope, No 1).

Spoken.

Bark Sarah B Cann (Br), from New York for Antwerp, Nov 9, lat 41, lon 55 30 (by pilot boat inope, No 1).

Foreign Ports.

Amoy, Sept 9—In port ship Star of China (Br), Angus, for New York, idg, to sail in a few days; bark Ching-too (Br), Douglass, for do.

Anjier, Sept 8—Arrived, ship John Temperley (Br), from Manila for Hoston.

Aguin, Oct 20—In port brig Louisa (Br), Bulford, for New York, idg, to sail in a few days; bark Ching-too (Br), Tool of Hoston.

Aguin, Oct 20—In port brig Louisa (Br), Bulford, for New York, idg, to sail in a few days; bark Ching-too (Br), Tool of Hoston.

Aguin, Oct 20—In port brig Louisa (Br), Bulford, for New York in 15 days.

use of Schenck's Mandrake Pills; but there remains in the stomach arecess of acid, the organ is torpid and the appetite poor. In the boweis the lacteais are weak, and requiry and strength and support. It is in a condition like this that Schenck's Seawed Tonic proves to be the most valuable remedy ever discovered. It is atkaline, and its use will neutralize all excess of acid, making the stomach sweet and fresh; it will give permanent tone to this important organ, and create a good, heartly appetite, and urenare the system for the first process of a good digastion, and utimately make good, healthy, living blood. After this preparatory treatment, what remains to cure most cases of consumption is the free and persevering use at the system, purifies the blood, and its readily absorbed into the circulation, and thence distributed to the diseased lungs. There is ripens all morbid matters, whether in the form of abscesses or topercles, and then assists nature to expel all the diseased matter in the form of free expectoration, when once it ripens. It is then, by the great healing and purifying proper ties of Schenck's Pulmonte Syrap, that all ulcers and cavify ties are healed up sound, and my patient is cured.

The exentiat thing to be done in curing consumption is to get up a good appetite and a good digestion, so that the body will grow in flesh and get strong. If a person has diseased lungs, a cavity or abscess there, the cavity cannot heal, the matter cannot ripen, so long as the system is below par. What is necessary to cure is a new order of things, a good appetite, a good mutrition, the odd fine and the diseased will ripen and be thrown off in large quantities, and the present regain health and strength. This is the tire and only pian to cure consumption, and if a person is very bad, it the lungs are not entirely destroyed, or even if one lung is entirely gone, if there is snough vitality left in the other to heal upy him to cure consumption, and if a person is very bad, it the ungs are not entirely destroyed. T

A—HUMAN HAIR SWITCHES, FIRST QUALITY
A. not dyed bair, no crimped hair in, solid hair, 24 loches
long, weight 24 ounces, only \$5: 26 inches, weight 25
ounces, \$6: 26 inches, weight 25 ounces, \$6: 26 inches, weight 25
ounces, \$6: 26 inches, weight 25 ounces, \$6: 26 inches, weight 25
ounces, \$6: 26 inches, weight 25 ounces, \$6: 26 inches, weight 3 ounces, only \$50. The only importer who retails a
wholesale prices, CHARLES V. PECKHAM, \$67 Broadway
near Amity street, and 25! Grand, corner of Chrystic street,
sent C. O. D., by capress, upon receipt of color by mailCorrespondents answered.

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